

PARKING

21 Mar 1962

Situation

1. DD/I has conducted a daily (12-16, 19, 20) survey of lanes and reserved spaces assigned to this component, and of the "free" parking in south area (F, J, and south half of C), and for four of these days (14, 15, 16, 19) checked occupancy of newly assigned "temporary by permit only" roadside areas on the north side of the building. Survey was made in mid-morning 12-16 March and in mid-afternoon on 19 and 20.

Document No. <u>4</u>	Utilization of lanes averaged 88% in DD/I-assigned lanes
No Change in Class. <input checked="" type="checkbox"/>	almost 100% in "free" lanes
<input type="checkbox"/> Declassified	(avg. 5 unoccupied in 250 available)
Class. Changed to: TS S C	under 50% in "temporary-permit-only" roadsides
Next Review Date: _____	(lack of space markings or precise figure as to spaces available reduces this figure to "guesstimate"; 4-day average was 43 spaces occupied)
Auth.: HR 70-3	
Date: <u>7 FEB 80</u>	By: <u>025251</u>

Conclusions

1. Lanes could be over-assigned by 10 % with little danger that even most tardy permit-holder would be spaceless.
(North road is already overassigned, as 45 permits are out for 38 spaces; maximum reported occupancy: 35)

2. We still face considerable confusion and a severe morale and possibly operational problem when present "free" (South C, F, J) lanes are assigned beginning 2 April.

Proposals

1. Recall "temporary" roadside permits and replace with equal number of lane permits, proportionately over-assigned in each lane except north road; this would amount to about 8% overassignment, well below the 10% which would be quite practical.

2. Make "temporary-by-permit-only-" roadsides into free areas but with opening-hour limitations to protect later shifts.

I.e., max majority of north areas unrestricted (assume DD/I would use)
majority of south areas "No parking before 0820 (for DD/P)
some north & some south "No parking before 0840 (for DD/S)

Proportion could be basically ratio of on-duty strengths of components, with some shift toward unrestricted to care for DD/P and DD/S early arrivals.

THESE PROPOSALS would at least do something to cushion the 2 April shock and would furthermore facilitate transition to the permanent system, when those using roadside areas would go to west area and little further tinker with existing lane assignments would be necessary.

TRANSMITTAL SLIP		DATE	22 Mar 62
TO: Director of Logistics			
ROOM NO.	BUILDING		
1C 50	Qtrs Eye		
REMARKS:			
Forwarded for your comments.			
1. OL/EO	<i>[Signature]</i>	3/23/62	
2. DD/L	<i>[Signature]</i>	26 Mar.	
3. D/L	<i>[Signature]</i>	26 "	
4. OL/PS (action)			
OL/EO Suspense: 28 March 1962			
Advance copy sent to OL/PS 23 March			
FROM: <i>[Redacted]</i>			
EA-DD/S			
ROOM NO.	BUILDING	EXTENSION	
7D 24	Hdqts	6535	

FORM NO. 241
1 FEB 55

REPLACES FORM 36-8
WHICH MAY BE USED.

GPO : 1957-O-439445

(47)

STATINTL